

Prices and Prospects.

\$2.50 PER TON IS PAID FOR CONTRACT COKE COVERING THE FIRST QUARTER

Price Rules Slightly Higher Than Market for Half or Full Year.

PROMPT MARKET IS SOFTER

Both Demand and Offerings are Light and Few Sales are Effectuated; Not Likely that Furnaces are Stocking Coke on Strength of Low Prices.

Special to The Weekly Courier.
PITTSBURG, November 17.—The Youngstown Sheet & Tube Company has closed for its coke requirements for the first three months of 1916 for its four blast furnaces at Youngstown, the business amounting to about 75,000 tons a month. The contracts were placed with the two interests that have the business now, but at quite a substantial advance, since the present contracts are at \$1.75 and the new contracts are understood to be at \$2.50 or thereabouts. This figure would be a trifle above the market for first half or for the whole year, as generally understood, but it is explained that the first three months of next year are held in coke chiefly to constitute the most critical period of the year as to supplies, since quite a number of by-product coke plants are to be completed from April 1 to July 1. The Youngstown Sheet & Tube Company is among the number, and it is scheduled to be producing by-product coke by April 1. Corliss, McKinney & Company are believed to have renewed their coke contract with a New York interest for at least half their prospective requirements. The new coke requirements will not be greatly altered by completion of the by-product coke plant. It is building at Cleveland, since about half the capacity of that plant is to go to two new furnaces the firm is building at Cleveland, Genesee, Scottsdale and the two Josephine furnaces will use beehive coke indefinitely.

The market for prompt furnace coke has softened further, as white offerings are light and the demand is likewise light. For several days past there has been prompt and spot coke offered at \$2.25, but few sales have been effectuated.

There is considerable discussion in the trade as to whether blast furnace coke has lately been stocking coke, taking advantage of the cheap coke available on present contracts as compared with the higher prices that will be paid for deliveries after January 1, in accordance with the contracts already closed. It is held that furnaces have no right to stock coke on these cheap contracts, and doubt is expressed whether many of the furnaces are in position to do so, as they are largely equipped with automatic skip hoists and bins. To the extent that coke could be held in cars it would be natural for furnaces to stock coke, but railroads are watching cars very carefully. The chief explanation of the very heavy demands made under contracts is to be that the furnaces individually are working better than ever, turning out record tonnage of pig iron and therefore using record tonnages of coke. There are many cases of furnaces breaking all their previous production records in the last few weeks.

Foundry coke has not been materially affected by the decline in prompt furnace coke. The market stands quotable as follows:

Prompt furnace	\$2.25
Contract furnace, first half	\$2.25 @ \$2.50
Contract furnace, year 1916	\$2.25 @ \$2.50
Prompt foundry	\$3.00 @ \$3.25
Contract foundry	\$3.00 @ \$3.25

The pig iron market has been rather quiet the past week and the buying pressure seems over for the present. In Bessemer iron there has been what amounts to a reaction, as a sale of 5,000 tons has been made for delivery running into next year at \$15.50, Valley, the old price, and a figure under what was claimed a week ago would have to be paid. Foundry iron is strong and in moderate demand. The market is quotable as follows:

NOVA SCOTIA STEEL.	
Bessemer	\$16.50
Basic	\$16.00
Foundry	\$15.50 @ \$16.00
Castable	\$17.00 @ \$18.00
Gray forge	\$15.00 @ \$15.50

These prices are C. & D. Valley furnaces, prices delivered Pittsburgh being 35 cents higher, the amount of the freight.

OCTOBER SHIPMENTS WERE 30 PER CENT OVER SEPTEMBER.

The general manager of the Nova Scotia Steel & Coal Company has reported that in October the company's shipments exceeded those in September by 30%, and that unfilled orders as of November 1 amount to 180,000 tons of steel, not including car-bulldozing material requirements.

The management has been directed to proceed with the construction of a large new open-hearth and steel-melting furnace, which will have a capacity of 200 tons a day.

Western Pacific Orders Cars.
The Pullman Company has received an order for 1,000 box cars from the Western Pacific Railway Company.

Italy a Good Customer.
Exports of coal to Italy during the first eight months of this year are reported at 2,925,000 tons.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.		WEEK ENDING NOV. 13, 1915.				WEEK ENDING NOV. 6, 1915.			
DISTRICT.		Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	21,467	17,121	4,341	235,100	21,590	16,097	4,543	224,202	
Lower Connellsville	17,528	14,111	3,417	202,281	17,528	14,115	3,413	199,060	
Totals	38,995	31,232	7,758	437,381	39,118	30,212	7,956	423,262	

FURNACE OVENS.		WEEK ENDING NOV. 13, 1915.				WEEK ENDING NOV. 6, 1915.			
Connellsville	17,381	13,953	3,428	184,000	17,458	13,848	3,408	184,302	
Lower Connellsville	5,552	1,647	705	81,048	5,552	4,817	705	84,148	
Totals	22,933	15,600	4,133	265,048	23,010	18,665	4,213	268,450	

MERCHANT OVENS.		WEEK ENDING NOV. 13, 1915.				WEEK ENDING NOV. 6, 1915.			
Connellsville	1,104	3,171	933	40,200	4,104	3,059	1,045	39,090	
Lower Connellsville	11,076	5,541	2,412	138,233	11,076	9,248	2,708	125,812	
Totals	12,180	8,712	3,345	178,433	15,180	12,307	3,753	164,902	

SHIPMENTS.		WEEK ENDING NOV. 13, 1915.				WEEK ENDING NOV. 6, 1915.			
To Pittsburgh	1,162 Cars				1,168 Cars				
To Points West of Pittsburgh	6,039 Cars				5,976 Cars				
To Points East of the Region	1,238 Cars				1,029 Cars				
Totals	8,439 Cars				8,173 Cars				

\$3 A TON IS FAIR PRICE FOR COKE IF PIG IRON GOES UP

Furnacemen Admit it Equitable if They Get \$20 for Their Product.

VERDICT OF SLIDING SCALE

Essentially a Buyer's Invention as Protection Against Loss, Yet It Demonstrates that Coke Men Are Not Unreasonable in Their Demands

The sliding scale method of regulating coke prices is a buyer's invention intended to protect him against loss when his product declines, for which insurance against loss he is willing to divide a fair proportion of the profits accruing from an advancing market. The sliding scale is an open contract to Connellsville region coke contractors for the reason that it seemed fair enough, but the coke manufacturer of today does not have implicit confidence in the business ability of the furnacemen to get the best prices for pig iron at all times and under all conditions. The Connellsville operators themselves have been keen enough in competition, but upon the whole they have conserved prices better than the furnacemen, especially during the last decade, and they have come to feel that they cannot afford to permit the furnacemen to make the price of coke as well as the price of iron, because in honest phrase the latter have been such poor hands on the job. As salesmen they have been more aggressive in cutting the prices of their own product than in boosting the prices of the coke manufacturer's product.

The course of the market during the current year is a fair example. The steel trade has been rising by leaps and bounds both in its volume and its values, yet until quite recently the pig iron market has failed to respond. The Connellsville coke furnacemen grouped at opportunity with lumbering hands, and would probably have missed it entirely but for the force of circumstances which hitched it to the pig iron. The demand for iron became so insistent that furnacemen had to make money for their coke, and they could get more money for their coke than they could for their iron. It was this apparent lack of push and energy in keeping up the price of their product that caused the coke operators to lose their confidence in the furnacemen as prospective buyers. The coke operators themselves they had better make their own prices. Hence the almost total elimination of the sliding scale.

But desperate times make desperate men. The conditions of the iron and coke business during the first half of 1915 were not very promising in the eyes of the coke operator, and the sliding scale was adopted. Some coke for 1916 delivery was sold under it. The popular name was as follows:

Iron	Coke	Price
12.75	1.15	\$15.50
13.00	1.20	16.00
13.25	1.25	16.50
13.50	1.30	17.00
13.75	1.35	17.50
14.00	1.40	18.00
14.25	1.45	18.50
14.50	1.50	19.00
14.75	1.55	19.50
15.00	1.60	20.00

At the time of its making the furnacemen did not want to pay more than \$17.50 per ton for coke. Some coke operators felt that they did not stand to lose anything if they started upon that minimum. The above scale gives coke an advance of 20 cents on every dollar of advance in iron, with a minimum of \$1.75 coke. At the time the scale was adopted by some of the merchant producers of the Connellsville region the price of coke was at or near the minimum. The majority of the coke business was held for flat prices of \$2.50. On some of it \$2.25 @ \$2.35 has been done and \$2.50 can no doubt be easily had for the remainder.

In the meantime pig iron has suddenly begun to soar. Basic is quoted at \$18.50 now. Under the sliding

MARKET VALUE IS BEST BASIS FOR TAXING OF COAL

What Land Ought to be Worth Should Not be Taken Seriously.

CAMBRIA NOW FACES PROBLEM

Commissioners Decide Proximity to Active Developments Shall Have a Bearing on Value; Fayette and Westmoreland Systems Equitable.

THE SLAG FIGHT

Furnaces Want Railroads to Cut Their Rates.

No date has been set by railroad interests for the second meeting to be held in Pittsburgh, with furnace and steel works interests of Pennsylvania, Ohio and West Virginia to discuss slag carrying tariffs. By some it is thought the meeting may be deferred for some time yet, although it was intended originally to hold it the latter part of this or the forepart of next week.

It appears to be the general belief of shippers that railroad officials will not reduce voluntarily their new charges for handling slag and refuse from furnace and steel works. The rate on slag is 20 cents per ton and on refuse has been increased from 25 to 35 cents. Shippers have asked the railroads to cut the slag rate to 10 cents per ton and to restore the old 25-cent rate for refuse. It has been maintained by some shippers that inasmuch as it is fair to charge 20 cents for slag and 25 cents for refuse, the railroads should cut their charge accordingly. If they do not, they will adhere to their determination to protest before the three state commissions and the Interstate Commerce Commission against the tariffs.

WEST VIRGINIA COAL

Will Cost 15 Cents Ton More in North.

West Virginia bituminous coal will cost 15 cents more a ton in Michigan, Illinois, Wisconsin, Minnesota, and nearly states, than in Chicago, or points in Ohio. If the interstate Commerce Commission approves a facilities of the Kanawha & Michigan and associated railroads. Manufacturers and others using bunker coal in the Southeastern states likewise will pay 15 cents more a ton, should the proposed rates be adopted in the application for the coal.

The roads have applied to be allowed these increases to the territories named, as a means of ending the controversy that has become acute between the West Virginia coal operators and railroads on the one hand, and the Western Pennsylvania coal operators and railroads serving that territory on the other.

Tariffs on the Baltimore & Ohio have been filed effective December 7, providing for a 15 cent increase in rates and by the Pennsylvania railroads effective December 20, making similar advances.

IDLE PLANTS RESUME

All Mills at Sharon Are Now in Operation.

After 13 months' idleness orders have been received by Superintendent W. C. Fletcher to get the Sharon works of the American Steel Foundries Company ready for immediate resumption of full capacity. The plant employs about 800 men.

According to announcement made in New York, the American Steel Foundries Company has received about \$20,000,000 worth of orders for war munitions and it is expected that a part of this work will be handled at the Sharon works, as well as railroad supplies.

With the resumption there will not be an idle concern in Sharon, and only three blast furnaces in the entire valley will be out of commission.

Production and Output.

CONNELLVILLE OPERATORS HANDICAPPED BY INEFFICIENT OPERATING CONDITIONS

Firing Up More Ovens in Anticipation of Big December Boom, but

CAN'T GET ENOUGH LABOR

Some of the Workmen on the Job Won't Work Full Time and Production is Kept Down to 27,000 Tons With Shipments Slightly Above.

Connellsville coke production last week increased a paltry 3,000 tons notwithstanding the reported firing up of 400 merchant ovens and the operation of all plants practically at capacity. The total production was 427,000 tons against 424,000 tons the previous week. Shipments aggregated 439,000 tons, showing some stock to have been sent out. Inquiry develops the fact that this was at the expense of the coke plant. The merchant plants generally are clean of stock, though there are occasional exceptions. One firm is working to pile up 6,000 tons of stock for Christmas. These producers figure that Santa Claus will be making fancy prices for coke about the holidays. It begins to look as if it were going to be difficult to increase the present coke production unless there is a substantial addition to the labor supply. Quiet efforts are being made to attract this labor.

The Connellsville coke operators are handicapped by inefficient operating conditions. They are firing ovens and operating their plants six days per week, but the miners and coke workers are not all so enthusiastic. Some of them insist upon taking a day off every week, or perhaps two days, and as there are now not sufficient men to operate all the ovens fired, the workmen have things pretty much their own way. If they are discharged at one plant they have no trouble getting a job at another. There is much rivalry among the operators in the matter of employing men, and this has served to make the situation worse.

The operators have a notion that there is going to be an insistent and insatiable demand for furnace coke next month. This is based on information as to furnaces which contemplate going in as well as on the fact that the demand for Connellsville coke is expected to be brisk enough to make it a seller's market, and \$3.00 @ 3.50 is the market set by a number of the operators. To meet this condition, the merchant operators have been firing more ovens than they have men to operate, and are hoping to get the labor somewhere between now and the expected December boom. This condition of inefficiency is shown in the fact that the operators were able last week to increase their output by 3,000 tons, though they were under the burden of two holidays, official and ecclesiastical.

THE UPPER CONNELLVILLE AND GREENSBURG REGIONS

Seesawing in Their Output, but Still Holding It Above 40,000 Tons Weekly on Good Demand.

Notwithstanding good demand for coke the operators of the Upper Connellsville and Greensburg districts do not increase their total output above the 45,000 tons limit, but seesaw between that and 40,000 tons. The Upper Connellsville operators seem to be increasing their output recently, while the Greensburg district has fallen back. The Marietta, Connellsville Coke Company has fired 80 ovens at Marietta No. 1 and is shipping from Marietta No. 2 as well as from a new opening which has been made between these mines.

The shipments in tons from these districts for the week ending Saturday, November 13th, were as follows:

District	Nov. 13	Nov. 6	Total
Upper Conn.	10,803	10,295	21,098
Greensburg	5,818	5,818	11,636
Totals	16,621	16,113	32,734

The weekly output of the Upper Connellsville and Greensburg districts for 1915 is shown in the annexed tabulation:

Week	East	West	Total
Jan. 2	17,539	17,472	35,011
Jan. 9	16,977	15,253	32,230
Jan. 16	14,772	14,697	29,469
Jan. 23	13,834	13,849	27,683
Jan. 30	13,778	13,704	27,482
Feb. 6	13,191	12,890	26,081
Feb. 13	12,803	12,803	25,606
Feb. 20	13,447	13,544	26,991
Feb. 27	13,404	13,404	26,808
Mar. 6	13,328	13,328	26,656
Mar. 13	13,328	13,328	26,656
Mar. 20	13,100	13,100	26,200
Mar. 27	13,776	13,776	27,552
Apr. 3	13,776	13,776	27,552
Apr. 10	14,411	14,411	28,822
Apr. 17	14,411	14,411	28,822
Apr. 24	14,411	14,411	28,822
May 1	14,411	14,411	28,822
May 8	14,411	14,411	28,822
May 15	14,411	14,411	28,822
May 22	14,411	14,411	28,822
May 29	14,411	14,411	28,822
June 5	14,411	14,411	28,822
June 12	14,411	14,411	28,822
June 19	14,411	14,411	28,822
June 26	14,411	14,411	28,822
July 3	14,411	14,411	28,822
July 10	14,411	14,411	28,822
July 17	14,411	14,411	28,822
July 24	14,411	14,411	28,822
Aug 1	14,411	14,411	28,822
Aug 8	14,411	14,411	28,822
Aug 15	14,411	14,411	28,822
Aug 22	14,411	14,411	28,822
Aug 29	14,411	14,411	28,822
Sep 5	14,411	14,411	28,822
Sep 12	14,411	14,411	28,822
Sep 19	14,411	14,411	28,822
Sep 26	14,411	14,411	28,822
Oct 3	14,411	14,411	28,822
Oct 10	14,411	14,411	28,822
Oct 17	14,411	14,411	28,822
Oct 24	14,411	14,411	28,822
Oct 31	14,411	14,411	28,822
Nov 7	14,411	14,411	28,822
Nov 14	14,411	14,411	28,822
Nov 21	14,411	14,411	28,822
Nov 28	14,411	14,411	28,822
Dec 5	14,411	14,411	28,822
Dec 12	14,411	14,411	28,822
Dec 19	14,411	14,411	28,822
Dec 26	14,411	14,411	28,822
Jan 2	14,411	14,411	28,822

Shipments for the week ending Saturday, November 13th, aggregated 11,737 cars carrying 430,503 tons consigned as follows:

Destination	Cars	Tons
Western district	1,122	156,000
Western points	4,630	226,180
Eastern points	1,536	34,270
Total	7,288	416,450

Compared with the previous week this shows an increase of 4,410 tons, about equally divided between the Pittsburgh district and Western points. Eastern shipments remained stationary at 54,000 tons. There is some export business going out this week which may give the Eastern business a chance to make a record.

According to reports rendered The Courier there was a net increase in active ovens last week of 423, there having been 466 fired and 43 shut down. The ovens fired were, Oliver 15, Mount Braddock 35, Rainey 10, Boyer 20, Ellen 16, Mount Pleasant 10, Veterans 20, Hillside 45, Orient 70, Solon 40, Thompson 20, Tower Hill 83, Washington 70, scattering 12. Forty ovens were put out at Richhill and three at Donald.

REMINOTON PLANT EXTENSION.

Reported Munitions Factory Group of 26 Buildings Will Be Erected.

A dispatch from Bridgeport says the Remington Arms & Ammunition Company is planning to construct another factory group that will be double the size of the one just completed. Twenty-six 5-story buildings, the dispatch says, are to be erected.

The dispatch adds that the Union Metallic Cartridge Company has also let contracts for seven 5-story and two 2-story buildings to be added to its plant.

Will Mine in Greenland.

The Danish government is taking steps to mine coal in Greenland more intensively. This is due to the fact that it is difficult now to buy English coal in Denmark.

October Coal Exports.

Exports of bituminous coal from the three leading ports were as follows: Hampton Roads, 441,643 tons; Baltimore, 130,984 tons; Philadelphia, approximately 75,000 tons.

STEEL CORPORATION SHOWS HEAVY GAIN IN OCTOBER ORDERS

Unfilled Tonnage of 6,150,
452 on Books at Close
of Month.

INCREASE OF 847,834 TONS

Advance Well Above Expectations of
Market Public: \$90,000-Ton Margin
Had Been the Prediction in the Steel
Trade; Big Concern Has a Boon.

In its monthly statement the United States Steel Corporation reports that it filled orders on its books as of October 31, last, of 6,150,452 tons. This compares with 5,317,818 tons on September 30, last, an increase of 832,634 tons, and with 3,461,927 tons on October 31, 1914.

That the steel trade is enjoying the greatest boom in its history, was confirmed by the increase of nearly 850,000 tons in the report of unfilled tonnage by the Steel Corporation. Never before in the history of the company had the estimates previous to the publication of an order statement been so varied as at this time and while some had been figuring on an increase of 600,000 tons or more, the greater number of usually well informed interests were looking for something less than 500,000 tons.

It had been known that the orders for steel had been enormous during the month and what caused the greatest difficulty in making estimates was the amount of foreign business taken. While many of the domestic orders, especially those from railroads and other usual customers can be followed to a greater or less extent, those from Europe and from concerns in this country having war orders are not so easily accessible and therefore were a matter of personal opinion.

An increase of 850,000 tons, following one of more than 400,000 tons in the previous month can only be taken to mean that the corporation is in excellent condition. Its plants are working at nearly 100% capacity and as a result of this late statement, many steel men believe that further advances in the prices of various products will be announced in the near future. This view is taken especially because of the fact that independent manufacturers are getting from \$3 to \$4 a ton more for their output than the leading interest and so far as can be learned, are having no trouble in taking all the business they desire. In fact, it is known that several companies have been refusing additional business right along at any price, because of the uncertainty as to what levels will eventually be reached.

Practically all of the countries that are shipping from this country are placing orders here for bars, channels, etc., and many orders are being taken from Canadian munition manufacturers, in addition to those being placed by "war order" concerns in this country. The railroads also have taken a more prominent position in the market and the inquiries in the market for rails at present are larger than they have been for a long time, according to steel authorities. Just at present, however, France is said to be the best customer for steel and there are no indications that the demand from that country and others in Europe will subside for some time.

Another factor to which attention has been called by the enormous increase in orders is the probability of a

scarcity of material here. Already the buyers are having trouble in getting the orders taken and as has been stated from time to time, there will be still greater trouble in placing business within a few months.

Authorities in the trade, who have been watching conditions for many years, say that no such conditions as are ruling at present have been experienced since 1898 at least, and that the rapid increases in prices and orders certainly have not been equalled in the history of the corporation which was organized in 1901.

Estimates of the number of cars to be ordered within the next five weeks run from 50,000 to 100,000. While rail inquiries amount to 200,000 tons, and there is a demand for 35,000 tons of minor car-making materials. In this connection it is pointed out that the strictly "peace" business in this country is assuming such proportions that it could keep the steel mills busy for some time without further orders for war purposes.

With such conditions prevailing, steel prices are being advanced. The United States Steel Corporation, however, maintained its position and its order statement for October 31, last, was a comparatively short time.

U. S. STEEL CASE

Government Has Until March 15 to
Arrange Appeal.

The Supreme Court will allow the government until March 15, 1916, to reduce the record in the United States Steel case, in order to place the appeal before the court in such fashion that it may be readily considered. The order for the extension of time was agreed to some time ago by the United States Court at Trenton, N. J., and its endorsement was presented to the Supreme Court on November 10 by Henry E. Colton, assistant attorney general of the Department of Justice.

The presentation of the petition for extension of time, it was said, was purely formal and made necessary because of the large record in the case, it comprised over 50 volumes. The appeal will cover about 50 printed pages.

WILL SPEND \$10,000,000.

Steel Corporation Plans Extensions at
Many Plants.

To meet the increased requirements of its business the United States Steel Corporation today announced proposed improvements at its plants in Indiana, Pennsylvania and Ohio, involving an outlay approximating \$10,000,000.

"We have decided," says Elliott H. Gary, chairman of the Corporation, "to make additional improvements in Gary, Ind., consisting of two blast furnaces, blooming mill, duplexing plant, etc., costing over seven and a half millions, the exact figures of which are not yet determined, and we probably will commence work in the immediate future."

"We also have decided to make additional improvement in Youngstown, O., and Pittsburg, which will cost between one and two millions."

Unlikely to Buy in Japan.

A report from Rome that arrangements are being made to import Japanese coal by Italy seems improbable. There is plenty of English and American coal to be had if it can be transported, and the distance is considerably less than from Japan.

First Aid Records.

Director Van L. Manning of the Bureau of Mines says in event of war the mining regions would have 20,000 men immediately available for field hospital service.

Railroads Use More Coal.

One reason why railroad coal requirements have increased so greatly in recent years is to be found in the greater weight of equipment.

LIST OF COKE OVENS IN The Connellsville District With Their Owners, Address and Ovens in Blast Corrected to Saturday, Nov. 13, 1915.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
200	200	Aaron	W. J. Rainey	New York, N. Y.
200	200	Aaron	Penn. Coke Co.	Uniontown
200	200	Adelphi	H. C. Frick Coke Co.	Pittsburg
200	200	Alverton	H. C. Frick Coke Co.	Pittsburg
200	200	Bargain	H. C. Frick Coke Co.	Pittsburg
200	200	Bentley	H. C. Frick Coke Co.	Pittsburg
200	200	Bittor	H. C. Frick Coke Co.	Pittsburg
200	200	Boyer	H. C. Frick Coke Co.	Pittsburg
200	200	Brakerton	H. C. Frick Coke Co.	Pittsburg
200	200	Buckeye	H. C. Frick Coke Co.	Pittsburg
200	200	Brush Run	Brush Run Coke Company	Pittsburg
200	200	Calumet	H. C. Frick Coke Co.	Pittsburg
200	200	Carroll	H. C. Frick Coke Co.	Pittsburg
200	200	Central	H. C. Frick Coke Co.	Pittsburg
200	200	Clear	H. C. Frick Coke Co.	Pittsburg
200	200	Coalbrook	H. C. Frick Coke Co.	Pittsburg
200	200	Collier	H. C. Frick Coke Co.	Pittsburg
200	200	Continental 1	H. C. Frick Coke Co.	Pittsburg
200	200	Continental 2	H. C. Frick Coke Co.	Pittsburg
200	200	Continental 3	H. C. Frick Coke Co.	Pittsburg
200	200	Crossland	H. C. Frick Coke Co.	Pittsburg
200	200	Davidson	H. C. Frick Coke Co.	Pittsburg
200	200	Dorothy	H. C. Frick Coke Co.	Pittsburg
200	200	Ellen No. 1	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 2	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 3	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 4	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 5	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 6	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 7	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 8	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 9	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 10	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 11	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 12	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 13	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 14	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 15	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 16	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 17	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 18	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 19	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 20	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 21	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 22	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 23	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 24	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 25	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 26	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 27	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 28	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 29	Whitelock Coke Co.	Uniontown
200	200	Ellen No. 30	Whitelock Coke Co.	Uniontown
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200	200	Ellen No. 100	Whitelock Coke Co.	Uniontown

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MANUFACTURERS OF

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DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO KAYTON KINGSTON	TEN PLANTS:	ENAMEL WILLIAM GLOBE PHOENIX COLUMBIA
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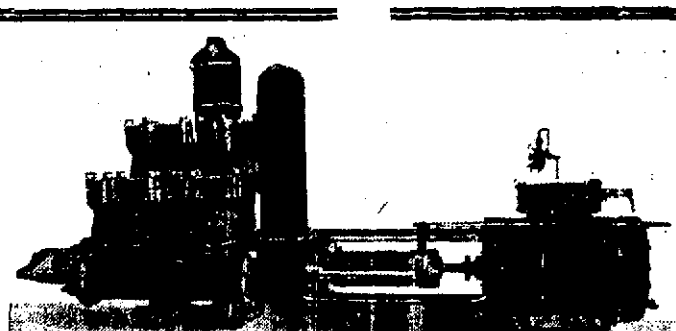
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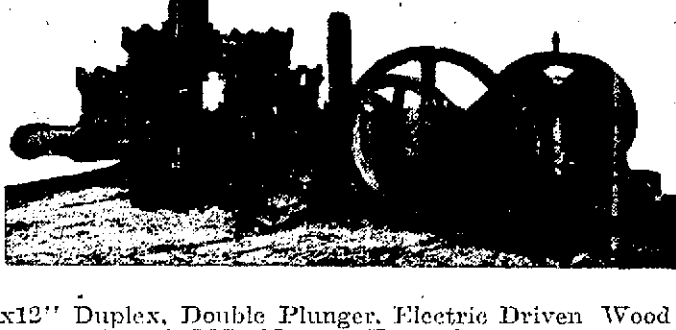
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SMELTER, FOUNDRY, HEATING COKE AND COAL.

PRODUCERS COKE COMPANY,

FIRST NATIONAL BANK BUILDING, UNIONTOWN, PA.

SHARP ADVANCE IS EXPECTED IN THE PIG IRON MARKET

Unexpected Increase in Output Not Expected to Check It.

FURNACES ARE MAKING RECORD

Production is Now at Rate of 37,500,000 Tons a Year, and Many Stocks are Not Operating, Sharp Upturn in Prices is Not at an End

Two remarkable things have occurred lately. There has been a very sharp advance in pig iron prices compared with the slowness of previous advances in this movement and the current rate of pig iron production is reported at equal to 37,500,000 tons a year. Commenting on this state of affairs the American Metal Market says: "Conditions in the iron and steel trade are altogether exceptional. Everything is getting out of alignment and precedents are cast aside. In the circumstances everything is sensitive and it is desirable to study all the data available. For the future may bring forth almost anything. It is important to know if possible whether our pig iron producing capacity is in excess of our own pig iron consuming capacity. These recent advances have shown that pig iron really can advance but the advance thus far might be largely sentimental for as it is pig iron is behind steel in the general advance. On the other hand the recent advances might be but the beginning of a general advance that would carry pig iron to very high prices. Steel prices are high and are going higher but it would be important to know whether pig iron eventually will advance more or less than steel. The matter hinges upon the relation between pig iron producing and pig iron consuming capacity.

The depression was fairly general before the present improvement in the iron and steel industries began that there was a shortage in pig iron capacity or an excess in steel capacity. That the rate of heavy demand would be the last furnace before the steel mills. On March 1, 1911 for instance it was pointed out that there had been few blast furnaces built and many open-hearth steel furnaces and that therefore there was either a dearth of blast furnaces at the time or there had previously been too many. Incidentally the burden of the editorial mentioned was that we believed the capacity of the iron and steel industry as a whole was undersized for the growth of the country, meaning being made of the fact that we had expressed this contention repeatedly in 1913, endeavoring to explain thereby why the steel industry ran so well nearly through the year when business conditions generally were by no means exceptionally favorable.

To those who like ourselves held to the belief that there were not enough blast furnaces for the consumptive capacity or too much steel capacity for the blast furnace capacity, the course of affairs in the past few months has furnished a great surprise. Month by month during the first half of the year the steel mills became more active and steel prices advanced while the pig iron market at a very low level below the real cost of production for the blast furnace capacity and filled it was not substantially higher July 1st than January 1st. Soon after July 1st a distinct shortage of crude steel developed but there was no shortage of pig iron. A month or so ago the trade had some new thoughts. It developed clearly that the blast furnaces individually were making considerably more pig iron than ever before. One heard of furnaces making 800 tons a day when an output of 450 or 500 tons was formerly regarded as their best performance and so along the line. The whole thing was well shaken out by the Iron Age monthly blast furnace report showing coke and anthracite capacity of 101,513 tons a day active on November 1st and this with an allowance of a little over 300,000 tons a year for the charcoal stocks in the blast furnace rate of pig iron production of 37,500,000 tons. That production is in excess of the highest estimates we ever heard in responsible quarters of our capacity even with relatively high cost furnaces in blast.

"As a matter of fact the ink pots and other detached stocks are not operating. The tide has not gotten to them. The Iron Age carries 4 1/2 coke and anthracite stocks on its list but had only 276 stocks operating November 1st. In February, 1915, when the previous maximum production rate was about 34,000,000 tons a year about 300 coke and anthracite stocks were in operation 74 more than at present when there are idle of all sorts of furnaces about 140. Indeed on a count of stocks a trifle less than two-thirds are in operation. While the count of stocks means little the comparison is rather startling.

Coming now specifically to the second development mentioned at the outset from October 21st to date there has been the following advances in our composite Southern \$1.60 Chicago \$2.25 Valley foundry \$1.50 Valley base \$2.00 Cleveland \$1.50 and Buffalo \$2.00. These advances raise our composite from \$1.53 to \$1.63 or 88 cents in barely more than a fortnight. In the first six months of the year there had been no advances in the average while in nearly four months following until after the middle of October there had been an advance of only \$2.12.

Now for the future. No scarcity of pig iron has developed and there are idle furnaces that will come in at a price of not more than a very few dollars per ton. The pig iron market that has been a scarcity has been well in excess of what it was expected the furnaces could make as a whole and individual stocks have shown remarkable performances. It has been what is traditionally the best season of the year for blast furnace performance and many stocks have surprised their owners by their performance. The performance may prove after all

to have been exceptional. These same furnaces may not do as well in the next three months. The steel works will be forced to do their best in bad weather but blast furnaces cannot be forced. What counts chiefly is the rate that goes in them. The foundries may call for much more iron they certainly have not been large consumers of late. If matters work out thus the recent sharp advances in pig iron are but the beginning, otherwise the tide furnaces that may still go in should keep the pig iron market from really soaring though it seems certain that it is booked for some sort of advances in any event.

PENNSYLVANIA HEIGHTS

Business of Road in October is the Greatest in Years. The Pennsylvania railroad freight business in October was the greatest in any month in years. Measured in loaded cars passing eight representative points on the east of Pittsburgh the traffic amounted to 886,769 cars, an increase of 172,423 cars or virtually 20% over the September showing.

NO COAL FOR SOUTH

Pittsburgh District Mines Are Selling Their Output at Home. PITTSBURGH, Nov. 17.—At the first time in many years a shipping stage has appeared in the Ohio river and no coal has been sent to southern markets. At the general offices of the Monongahela River Consolidated Coal & Coke Company the principal shipping interest it was said that operations in the mills of the Pittsburgh district were so heavy that the coal mined in river mines was being used at home.

It was the gist that a few small tons might be started south tomorrow but even this was uncertain.

OIL CAR CASE

Court Annul Order Requiring Pennsylvania to Supply Tank Cars. An Interstate Commerce Commission ruling requiring the Pennsylvania railroad to supply enough cars to move the output of the refineries of the Crew-Levi Company and the Pennsylvania Petroleum Works has been suspended and ordered annulled by a decision of Judge Woolley and on in the United States District Court.

It was held that a common carrier does not have to furnish cars for shipment of oil. Judge Thompson dissented holding that the decision would open the way for discriminating practices by railroads.

ORDER CONFIRMED

Somerset County Concern Will Need 100 More Men for War Work. The Twentieth Century Manufacturing Company of Boynton, Somerset county, has received official confirmation of a war order for several hundred tractor engines and wagons for the Russian government.

The order means an expenditure of nearly \$2,000,000 and the Boynton plant will have to add about 110 more men to its force.

SEIK LOWE R RATES

Anthracite Shippers Want the Tide-water Tariff Reduced. WASHINGTON, Nov. 17.—Coal operators in Eastern Pennsylvania today petitioned the Interstate Commerce Commission to reopen the hard coal rate case.

They ask lower rates on the smaller lots of anthracite from the Lehigh and Wyoming regions to tide-water for transshipment.

FOR SALE

Greene County Maps. Plain or colored to date with all recent coal land purchases. Address: B. F. Hoffacker, 607 Park Bldg., Pittsburgh, Pa.

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LIST OF COKE OVENS IN The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Nov. 13, 1915.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
400	400	Adah Coke Company	W. Harry Brown	Uniontown
400	400	Allison No. 1	W. J. Rainey	Altoona, Pa.
400	400	Allison No. 2	W. J. Rainey	New York
142	142	American No. 1	American C. & C. Co.	Pittsburgh
240	240	American No. 2	American C. & C. Co.	Pittsburgh
40	40	American No. 3	American C. & C. Co.	Pittsburgh
140	140	American No. 4	American C. & C. Co.	Pittsburgh
140	140	American No. 5	American C. & C. Co.	Pittsburgh
140	140	American No. 6	American C. & C. Co.	Pittsburgh
140	140	American No. 7	American C. & C. Co.	Pittsburgh
140	140	American No. 8	American C. & C. Co.	Pittsburgh
140	140	American No. 9	American C. & C. Co.	Pittsburgh
140	140	American No. 10	American C. & C. Co.	Pittsburgh
140	140	American No. 11	American C. & C. Co.	Pittsburgh
140	140	American No. 12	American C. & C. Co.	Pittsburgh
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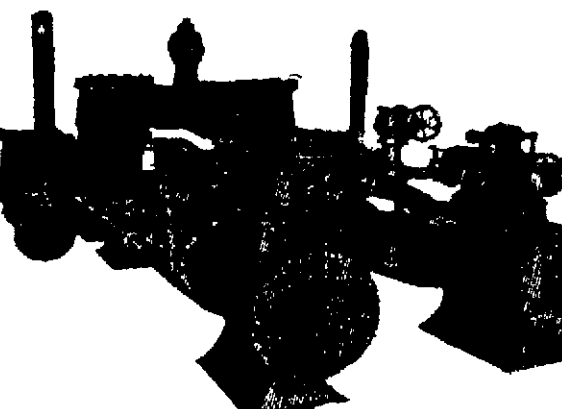
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Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke & HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHED ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unequalled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

'Looking'

**Looking
Backward**

News of the Past Con-
densed from the Files of
the Compiler.

FRIDAY, NOVEMBER 20, 1886.

The board of directors of the Cam-
mellville Gas & Heat Company decide
to sink a test well on the property of
James McGrath in the Association
addition.

January has revealed that the wreck
on the Baltimore & Ohio railroad at
Hudson in which 22 persons were
injured, was due to a defective frog.

Robert Sheppard resigns as patrol-
man. Council contends it can afford
to pay but \$10 a month and Mr. Shep-
pard feels he can do better than this

wherever. A petition is in circulation asking the appointment of Charles Bishop.

Alva Clark, a Baltimore & Ohio employee, struck a Baltimore injury when he fell from a trolley. He was taken to the city hospital. He has a fractured leg and a fractured arm. He is recovering from his hand through and through.

A new soap works is to be erected on the site of the old Bear soap factory on Russell Run.

Jobbers of coal are suffering from a violently deteriorated hand suffered when it came in contact with a revolving saw.

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FRIDAY, NOVEMBER 22, 1895.

Debited report of the coke trade for the week ending Saturday, November 16, shows a total of 29,457 ovens in the region which will produce 1,395,000 and 1,395 are idle, with an estimated loss of 161,250 tons.

Shipments for the week suggested:

10,151 cars, consigned as follows: To Pittsburgh, 2,615 cars; to points west, 6,832 cars; to points east, 1,334 cars.

The coke production and shipments last week made another spurt, shipments last week being anything in the history of the coke region.

Plans are drawn up and work is ready to start on a new railroad connecting with Franklin townships, connecting with the Baltimore & Ohio railroad at Lyton. It will be known as the Washington Run railroad and will be 10 miles long.

When lot buyers at South Connel-
lsville express their dissatisfaction with the
policy of George J. Humbert, Trustees
of E. T. Horton and J. A. Armstrong who
previously rejected it, express
their willingness to allow the majority
to rule. The difficulty arises over the
rule of null Mr. Humbert is to erect a
South Connelleville as his part of the
agreement with purchasers of lots in
that section.

A heated crowd on a threatening

machine gun and other arms, a large quantity of clothing, house furniture and a quantity of grain. The confiscated property was owned by John Reed and David and Cyrus Stoner. Showing on the safes of D. Shriver, Stewart and his brother John Reed, Stuart got thirty dollars and nothing but three valuable watches.

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FRIDAY, NOVEMBER 17, 1905.

Coke production for the week ending Saturday, November 17, aggregates 277,548 tons. Of the 27,553 veins in the region, 3,621 are active and 1,523 are dormant. For the week aggregated 14,501 cars, consigned as follows: To Pittsburg, 4,123 cars; to points west of Pittsburg, 5,547 cars; to points east of Connellville, 1,821 cars. This is a gain of 260 cars over the week ending November 10.

The members of the 53th Pennsylv-

The Baltimore & Ohio railroad does not include the Mount Pleasant Accommodation in its fall schedule.

The death sentence imposed upon James W. Ezell for the murder of Wardmaster Porter at Newell station is commuted to life imprisonment.

Miss Marie Louise Marshall of Montana becomes the bride of Dr. John J. Singer of Council Bluffs.

The coroner's jury holds that the Grand powder explosion, which cost the lives of 18, was due to causes unknown.

The Century cuke plant is sold by J. C. Thompson to C. E. Leonard and W. E. Hillman for \$500,000. Contracts will soon be let for the construction of 200 additional ovens.

The industrial boom found a great deal of unpreparedness.

The West Penn electrical engineer

A British authority says the American note is just but unfair. This needs a diagram.

The railroads spent ten million of dollars for advertising last year, but only one cent for publishing time tables. The newspapers rely upon public sentiment and the good sense of railroad managers to change this condition.

The colored press lost its greatest star in the death of Booker T. Washington. Tusconge Institute went out a large number of young colored men and women among whom it might be possible to raise up a successor to Booker Washington, but if so the person is not yet in sight.

Professor John A. Brashers-Brownwell's Grand Old Man, is going to have a little birthday party on the occasion of his 75th anniversary. There will be but a few friends present, the invitations being limited to 500.

President Wilson will soon have Congress on his hands, but perhaps the Speeches from the Throne will be omitted. It is understood the President is right busy just now with important personal matters.

NEW PRESBYTERIAN CHURCH IS DEDICATED BEFORE BIG CROWD

Beautiful New Edifice Is Dedicated to be Free of Debt.

DR. MOFFATT IS THE SPEAKER

President Emeritus of Washington & Jefferson College Delivers Sermons at the Special Services; Final \$20,000 Is Subscribed by 50 Men.

The new Presbyterian Church at the corner of South Main and Green streets was formally dedicated Sunday morning in the presence of a congregation that completely filled the main auditorium and part of the Sunday school room.

The handsome edifice was consecrated with its completely paid for. A report read by H. G. May, treasurer of the building committee, showed that \$20,000 which had not been subscribed had been secured by 50 men of the church, thus covering the entire cost, which approximates \$120,000. The statement showed that a mortgage on the main street site of the old church had realized \$50,000; subscriptions amounted to \$44,000; an equity on the main street property is held at \$10,000, and the parsonage on Peach street is valued at \$10,000, making a total of \$114,000.

The morning service began at 11 o'clock. The main auditorium had been decorated with palms and holly leaves. After an organ prelude by Mrs. A. W. Bishop on the new organ, the congregation sang the doxology, which was followed by the invocation and Lord's prayer. The choir, under the direction of Mr. J. L. Proffitt, rendered "Gloria in Excelsis," and the pastor and congregation participated in the responsive reading. The scripture lesson and response was followed by prayer by Rev. T. L. Proffitt, after which came the dedication of the church. A trio "Praise Ye" was given by Mrs. William Griffith, Robert Roberts and John Davis.

The dedicatory sermon was preached by Rev. J. D. Moffatt, president emeritus of Washington & Jefferson College. Dr. Moffatt complimented the congregation upon its commendable and beautiful church, but cautioned them not to forget that it was erected for the worship of the Lord. His theme was "Religion and its Discourse." He stressed the importance of the things that go to make up pure religion.

After the sermon H. G. May, on behalf of the building committee, transferred the key of the church to Rev. J. L. Proffitt, who then conducted the dedicatory prayer. A hymn and the benediction closed the service.

In the afternoon at 2 o'clock, a neighborly service, in which the pastors of all of the other churches of the city participated was conducted. The invocation was asked by Rev. J. S. Shawcross, who responded. The service was conducted by Rev. J. H. Lamberton, the scripture lesson was read by Rev. C. E. Wagner, the prayer by Rev. C. E. Buckner, addresses were made by Rev. Wilbur Nelson and Rev. E. B. Burgess. The benediction was pronounced by Rev. G. L. Richardson.

The West Penn Quarter contributed two numbers and Mrs. A. W. Bishop played an organ prelude and postlude. In the evening, despite the decidedly inclement weather, a congregation that completely filled the main floor, balcony and Sunday school room, was present. The Methodist and Christian churches also sent representatives to the service so that their members could attend the Presbyterian service. The regular evening devotional service was held. The chorus sang an anthem, "Lead Us, O Christ, Thy Light and Love," and the solo, "How Lovely are Thy Dwellings." The sermon was preached by Rev. J. D. Moffatt.

The day was one of rejoicing for the Presbyterian flock, especially for their leader, Rev. J. L. Proffitt. In all of Rev. Proffitt's ministry, this is the first church he has dedicated. His wish that the church be dedicated with its payment fully provided for and that there be no solicitation of funds during the dedicatory service was carried out. The basket offering was unusually generous.

For the building committee, too, the day was a glad one. For over a year the members of this committee have wrestled with the various problems that came up in connection with the building of the church. Meetings were held in the office of E. K. Dick practically every Monday evening. Their good work was well known to the completed edifice. The committee was composed of J. M. Held, E. K. Dick, H. G. May, T. J. Hooper, W. W. Smith, C. W. Downs, W. S. Kenney, R. C. Beebe, W. N. Leefe, E. J. Smutz and C. E. Hirst. The dedicatory program was also dedicated to its sacred use Sunday. This instrument is one of the finest in the state. Its wonderful volume and sweet tones were demonstrated at the service yesterday by the organist, Mrs. A. W. Bishop. The echo organ, located in the rear of the balcony, is a new attachment. The chimes effect was especially pleasing to the congregations yesterday.

John A. Bell, organist of the First Presbyterian Church of Pittsburgh, the architect of the organ, will give a recital in the church this evening at 7:45 o'clock. An hour and a half of the world's best music, played on a master instrument by a master organist is promised. Mr. Bell will conclude his program with the magnificent Handel's Messiah. This is a number well calculated to show off the magnitude of the tone production which is possible with this organ.

SOUTH PITTSBURG STREET IS CLOSED TO VEHICLES

Repairing Work Blocks Thoroughfare Between Willis Road and Crawford Avenue.

The first portion of Pittsburg street to be closed on account of repaving was cut off at noon today. Contractor J. I. Dick put a steam shovel on the job at the section between Willis road and Crawford avenue and until the bricks are laid it will be closed. The contractor let all vehicles cross the street during the morning when he saw that the base was not much affected by the wheels.

The steam shovel being used on the road has been hired by the contractor not being able to get his own on the job. The sign was called this afternoon and tomorrow morning the first brick will be laid. It will probably take two days to get that portion of the street finished, although the contractor will have 20 men on the work.

In order to get around the closed square, the traffic will go up Baldwin avenue to Green street. It is a long way around, but the only possible way, unless Arch street is used, and that can only be reached by crossing the bridge on Main street.

After the first section is paved the contractor will tear the street up as far as Carnegie avenue. Only half of the street is torn up at a time, leaving the way open as much as possible. Vehicles will then go up Fairview avenue and down Baldwin.

The stretch between Carnegie avenue and Main street will be divided into three sections, and only one section at a time will be paved. A force of nine men were today working on the brick out of Pittsburg street from Main street towards Fairview avenue. The brick is being taken from but one side at the time and leaves travel free from congestion as much as possible.

WILL IS PROBATED

That of Mrs. Sarah Darby Includes Specific Bequests.

UNIONTOWN, Nov. 16.—The will of Sarah Darby, who died at her home here November 7, was probated today, disposing of an estate valued at \$7,700. To Fort Necessity Lodge, No. 254, Independent Order of Odd Fellows, is left \$300 to be held in trust for the interest and annually for keeping up graves of the deceased and her relatives in the family lot.

To the First Methodist Episcopal Church and to the Third Presbyterian Church of Uniontown, \$100 each is bequeathed. To the directors of the Young Men's Christian Association \$200 is left to be used in the erection of a building.

Specific bequests are made as follows: Phoebe Dunn, \$500; Walter Bowls, \$500; Mrs. J. P. Boyd, \$300; Mrs. J. W. Dawson, \$300; Charles Hunt, nephew, \$300; Mrs. Joseph Newcomer, niece, \$300.

The large picture of Mrs. Darby's late husband is left to Emma Foster; the volume of John B. Gould's works to J. W. Dawson, and the large picture and the volume of "The Life of Washington" to Phoebe Dunn.

The residuary estate after paying the specific bequests is to be divided in accordance with the residuary laws of the state. William Hunt, a broker, and J. W. Dawson are named as executors. The will was made October 26, 1911.

ENROLLMENT GOES UP

Night School Class Now Numbers 140; Teacher Added.

Enrollment at night school Monday jumped from 96 to 140, making it necessary to call in another teacher. Miss Margaret May, a member of the high school faculty, is now assisting W. H. Seawright, F. W. Black, Miss Irene Crawford and Miss Elsie Welke.

The majority of the students are ladies, and many of them are from the city. There are many former high school students reviewing their advanced work.

The school has not progressed far enough yet for the teachers to determine those who mean business and those who do not. Usually they find that about half of them attend regularly and do good work while the other half is a sort of "drifting" element attending irregularly and not doing very good work.

WOULD WORK VAGRANTS

Suggestion That Tramps Be Sent to Stone Hill.

Constable B. Rottler, who used to be chief of police, suggests a way to rid the city of the many vagrants and derelicts who are a burden on the city. He suggests that they be sent to Stone Hill, where they could be put to work on the stone piers. He says that several years ago, he says, all of the prisoners committed to jail were made to work in the stone piers. Payette county got such a reputation that the "bums" steered clear of it. He is well known in the city as a man who has been responsible for the many recent burglaries. Several years ago, he says, all of the prisoners committed to jail were made to work in the stone piers. Payette county got such a reputation that the "bums" steered clear of it. He is well known in the city as a man who has been responsible for the many recent burglaries.

JONES A LEO

Former High School Player Is Run Over in Mine.

Thomas Whalen of Crumble, a former resident of Leisensville No. 1, suffered the loss of a leg Sunday when he was run over by a wagon while at work at the Crumble mines.

Mr. Whalen is a son of Mr. and Mrs. John Whalen of Leisensville and 27 years old. He is well known in Conneltsville, having at one time played on the Conneltsville high school football team.

May Quarantine Jail.

May Quarantine Jail. Mrs. H. H. H. 18 years old, daughter of H. H. H. of Somerset, is ill of diphtheria. The H. H. H. residence is in the Somerset jail and 24 prisoners in the jail may be quarantined.

Thanksgiving at Dunbar.

The annual annual Thanksgiving service of the Dunbar churches will be held Thanksgiving morning at 10 o'clock in the Presbyterian Church. Rev. H. L. Humbert will deliver the Thanksgiving sermon.

Subscribe for The Weekly-Courier.

FRIGID SPELL IS AFTERMATH OF A WONDERFUL FALL

Tumble of Mercury Indicates an End of Wonderful Weather.

HITS LOWEST MARK OF SEASON

Temperature of 27 Degrees Is Recorded and a Cold Wind Puts a Tang to the Air; Old So's Efforts to Warm Things Up Are Vain.

After the most remarkable autumn since 1875, according to the weather prophets, a blast of winter swept down upon the coke region as an aftermath of Sunday's rain. During Monday morning's drop to 27 degrees, the lowest mark of the season, and as the decline of the temperature was accompanied by a stiff breeze, the change in weather could hardly be called unheralded.

There is an indication that while summer has lingered in the lap of autumn for these many long weeks, Old Sores and his accomplices have conspired to mount the throne—without reasonable success. Monday night was the victory that makes the epidemic a reality. The weather could hardly be called unheralded.

It will not be surprising if there is some rough weather from now on, but one can never tell. There was some snow during Monday's rain, but there has not yet been a real fall of the "beautiful." Automobiles have been the principal beneficiaries of the mild weather. Most of them are registered to anticipate the end of a remarkable season. On the part of the automobile industry this is a bumper year. The weather has been a blessing to the industry.

Caught in a snow drift in the mountains after a hard day's snow, all of the season, seems an incredible circumstance, but that is what happened to N. K. Kell, rural mail carrier on the route between Conneltsville and Normalville, Tuesday morning.

On the crossroad from the Normalville Pike to the Rich Hill road, Mr. Kell drove into a drift of snow in which it seemed that all of the snow which fell had drifted. Before he reached it, his horse and heavy mail wagon were stalled and after vainly trying to extricate himself, he was compelled to alight and seek aid on foot. With the aid of a farmer, Mr. Kell managed to dig his team out and proceeded on his way.

Residents of the city who heard Mr. Kell's tale refused to credit it, but Springfield township residents who know the weather conditions in that section, say that on the road in question, nothing is impossible in the line of snow drifts. Only about an inch of snow fell in the vicinity of Normalville, according to reports from that section. Mr. Kell states that throughout the winter this stretch of road has to be kept open by the snow drifts. Otherwise it would be impassable.

Daily mail service is to be provided along this route beginning January 1, 1916, but one of the stipulations in his contract is that the road be kept open in good condition and free of drifts in winter. In view of Mr. Kell's experience, the Normalville pike farmers have their work cut out for them.

JONES COMING FEBRUARY 20

Evangelist Tells Ministers to Prepare for Campaign.

At a meeting of the Ministerial Association yesterday morning in the Christian Church, a letter was read from Evangelist "Bob" Jones stating that he will be here to start his campaign on February 20, 1916. The meetings are to continue for six weeks and in preparation for them the city is to be divided into 16 prayer meeting districts under the direction of Rev. G. L. Richardson.

The following officers of the Ministerial Association were installed: President, Rev. G. L. Richardson; Secretary, Rev. G. L. Richardson; Treasurer, Rev. G. L. Richardson.

OPEN ROAD BIDS

Westmoreland Commissioners May Improve Two Thoroughfares.

Bids were opened by the Westmoreland county commissioners on Monday for the construction of two county roads. One of them, the new road from Harrison City to Export, will be an expensive undertaking, the best bid being that of the Hermann Construction Co. of Harrisburg, Pa., at \$118,750. This contract will be awarded when the county engineer confirms the estimate.

Frank T. Myers of Mount Pleasant was low bidder on the Hieck-Hurst road with \$23,841.75. This will be a mile and a half in length.

HUNTER IS SHOT

Deer Found in Leg While Seeking Game Near Smithfield.

J. C. Sandusky, a railway mail clerk of Smithfield, was accidentally shot in the leg by his 13-year-old brother-in-law, Benjamin Manning, not far from the latter's home near Smithfield on Saturday evening. The horse bone in the leg was broken and many of the shot lodged in the flesh.

Mr. Sandusky was visiting at the home of his brother-in-law, B. P. Manning of Anderson's Chance Road. Taking young Benjamin with him he started out to the woods to look for game. The boy was in the rear with the gun poised to shoot. In some manner his finger pressed the trigger and the shot caught Mr. Sandusky in the right leg several inches below the knee.

CHARGE OF ARSON / FOLLOWS A FIRE AT S. CONNELLSVILLE

James Enos Is Held for Court at Instance of Leroy Rittenour.

ACCUSED OF STARTING BLAZE

Discovery of Half-Burned Envelope Beneath Couch Leads to Arrest of Prisoner; Lives of Rittenour Family Are Endangered by Midnight Fire.

After a hearing before Justice T. C. Phillips at South Conneltsville Tuesday, James Enos was committed to jail to await trial on a charge of arson. Leroy Rittenour, who lives on Baltimore road, was the prosecutor.

It was charged that Enos built a fire under a couch at the Rittenour home early in the month. A half-burned envelope which was found near where the fire originated after the flames had been extinguished, placed suspicion on Enos. He was arrested by Constable Norval Morgan yesterday after a search of almost two weeks. Evidence was being gathered against him and he was committed to jail to await trial.

Fire was discovered at the Rittenour home, owned by Mrs. Lydia Trump, on Baltimore road, early on the morning of November 4. The family was aroused by smoke issuing from the lower room and a large fire was found under the couch. Assisted by neighbors, members of the household carried out the blazing mass of paper and rags and little damage was done. An investigation of the charred mass brought to light a quilt saturated with coal oil, soap sponges and other flammable material, which were some partly burned envelopes and other papers. One of the papers was a letter from Enos to his wife, which was found under the couch.

This and other circumstances caused suspicion to rest upon Enos. His wife, who is a sister of Mr. Rittenour, was in the house at the time of the fire. It is charged that he had been drinking and was in a state of intoxication. He is charged with the purpose of starting a fire for his own benefit. He is charged with the purpose of starting a fire for his own benefit.

The evidence was deemed sufficient to hold Enos for court trial. Arson is a charge not punishable by a justice so the prisoner was committed to jail for trial.

ROCKWOOD RALLY DAY

Lutheran Sunday School Arranges Elaborate Program.

Rally day will be observed Sunday by the Lutheran Sunday school at Rockwood with the following program:

9:30 a.m.—Sunday school; 9:50 a.m.—Rally day; 10:30 a.m.—opening exercises; 11:00 a.m.—"Hallelujah Chorus"; 11:30 a.m.—"The Banner"; 12:00 p.m.—"The Banner"; 1:00 p.m.—"The Banner"; 1:30 p.m.—"The Banner"; 2:00 p.m.—"The Banner"; 2:30 p.m.—"The Banner"; 3:00 p.m.—"The Banner"; 3:30 p.m.—"The Banner"; 4:00 p.m.—"The Banner"; 4:30 p.m.—"The Banner"; 5:00 p.m.—"The Banner"; 5:30 p.m.—"The Banner"; 6:00 p.m.—"The Banner"; 6:30 p.m.—"The Banner"; 7:00 p.m.—"The Banner"; 7:30 p.m.—"The Banner"; 8:00 p.m.—"The Banner"; 8:30 p.m.—"The Banner"; 9:00 p.m.—"The Banner"; 9:30 p.m.—"The Banner"; 10:00 p.m.—"The Banner"; 10:30 p.m.—"The Banner"; 11:00 p.m.—"The Banner"; 11:30 p.m.—"The Banner"; 12:00 a.m.—"The Banner"; 12:30 a.m.—"The Banner"; 1:00 a.m.—"The Banner"; 1:30 a.m.—"The Banner"; 2:00 a.m.—"The Banner"; 2:30 a.m.—"The Banner"; 3:00 a.m.—"The Banner"; 3:30 a.m.—"The Banner"; 4:00 a.m.—"The Banner"; 4:30 a.m.—"The Banner"; 5:00 a.m.—"The Banner"; 5:30 a.m.—"The Banner"; 6:00 a.m.—"The Banner"; 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SCHOOL BUILDINGS ARE INSPECTED TO MAKE SAFETY SURE

Property Committee Carries Out Wishes of Governor Brumbaugh.

FIRE PROTECTION IS AIM

Directors Will See That Law Is Being Complied With and That Lives of Pupils Are Not Menaced; Fire Drills Held Regularly in All Buildings.

Following the receipt Thursday of a request from J. George Becht, secretary of the State Board of Education, members of the property committee of the school board began a special investigation of school buildings to determine whether the law is being obeyed in regard to fire precautions.

As the result of two disastrous school fires lately, in which a number of children lost their lives, Governor Brumbaugh requested the State Board of Education to have a special investigation made in all districts. Superintendent S. P. Ashe received the request by mail this morning and immediately turned it over to the property committee.

It is said that all of the public school buildings within the city fulfill the requirements of the law. Those of more than two stories have fire escapes. All doors open outward, as required. The school directors will not inspect the Parochial school, which does not come within their jurisdiction, but there would be no need to. The immaculate Conception parish recently erected the most modern school building within the city. It is not only fireproof, but was designed particularly with a view to the safety of pupils in event of fire. The corridors are wide and ample, and fire drills have proven that the structure can be emptied in a remarkably short time.

While some of the public school buildings are not particularly modern, they meet the requirements of the law. The school authorities here have also gone beyond the requirements of the status, in holding fire drills in all buildings. The law requires such drills only in those buildings equipped with fire escapes.

Following an inspection of the public school buildings by the property committee of the school board Thursday, a report was forwarded to the Department of Education. The buildings so far as the committee could ascertain are in compliance with the requirements of the school code.

Fire drills were conducted at all of the buildings and it was found that the children are trained to get out of the buildings quickly and in good order when the fire bell rings. The school code requires that fire drills be held at least once a month. In Connelville they are conducted on an average of once every two weeks.

The inspection showed that the buildings comply with the law. There are fire escapes on all buildings over two stories and enough exits to afford means of egress for all the students in case it is necessary to empty the buildings quickly.

Blanks furnished by the state were filled by the school authorities and the report forwarded last evening.

LAUREL HILL W. C. T. U.

Meeting Held at Home of Mrs. Beerbower at Monarch.

A meeting of the Laurel Hill Woman's Christian Temperance Union was held Wednesday at the home Mrs. Beerbower at Monarch. The meeting convened at 11 A. M. The liquor traffic in the county was the general topic for discussion. Readings were given by members of the society, and Rev. A. L. Medcott of the Presbyterian Church at Leipswingler gave an interesting address on the subject of the national prohibition. A recitation, "Get Somebody Else," by Miss Lucille Beerbower, concluded the program. The next meeting will be held Wednesday, December 8, at the home of Mrs. Ella Bryson.

WILL SETTLE DEBT CASE.

Virginia-West Virginia Commissioners to Hold Joint Meeting.

WASHINGTON, Nov. 13.—The Virginia-West Virginia debt commission will meet here jointly November 22 to effect a settlement of the long standing dispute in accordance with the Supreme Court decision holding that West Virginia should pay more than \$12,000,000 as its part of the Virginia debt at the time of the partition of the states.

Decision to hold joint sessions was reached by the Virginia commission, which has been in session here. Upon the suggestion of Governor Hatfield of West Virginia. The commission recently had communicated with the governor urging that definite action be taken at once to settle the case.

ON INSPECTION TRIP.

Pittsburg & Lake Erie Officials Spend Day at Connelville Run.

Engine No. 23, with a party of Pittsburg & Lake Erie officials, arrived in Connelville Sunday by Miss Lena Hetzel, deputy rear of the various departments was made and the officials took dinner at the Y. M. C. A.

In the inspecting party were J. W. Riley, superintendent; J. A. Atwood, chief engineer; E. W. Boats, assistant engineer; Samuel Lynn, master car builder; P. E. Ramsdell, trainmaster; and John Hughes, assistant trainmaster.

The Weekly Courier \$1 a year.

MAYOR IS ASKED TO FORM SECURITY LEAGUE BRANCH

President of National Organization Suggests a Society for Connelville.

Mayor Rockwell Marietta has received letters from S. Stanwood Menken of New York, president of the National Security League, urging him to take steps toward the formation of a branch of the league in Connelville. The mayor has as yet not indicated what action he will take.

Mr. Menken's latest letter states that 100 branches of the league have been formed in as many of the larger cities but it is planned to make the movement even broader, spreading to all of the smaller cities and towns of the United States.

The National Security League was formed with the idea of adding to the work of securing legislation to insure this country from attack. The idea is to organize citizens' committees and work in every way for national preparedness. Realizing the inadequacy of this country's defenses, Americans with red blood in their veins everywhere are taking it up. "We must think of America first," declares Mr. Menken in his letter. "We cannot tolerate a condition which permits our national defense to depend entirely upon the whim or will of some foreign nation."

ABANDONS RUN.

C. W. Johnson Calls Off His Philadelphia Speed Test.

C. W. Johnson, the Uniontown speed king, has announced that his attempt to make an 18 hour trip to Philadelphia and return will be abandoned. His Packard Greyhound is badly damaged and the roads are now in too bad shape.

The machine is much the worse for its collision with a treeing machine on the Dunbar road Thursday night. The frame was sprung, a wheel torn off and the front axle badly bent. The motor will also need some attention before it will be in good shape as before the accident.

COLORFUL POPCORN.

Grains of Eight Shades Are Found on Strawn's Bench.

One of the freaks of the year is being exhibited by George F. Strawn. Strawn has an ear of popcorn, grown on a tract of land near Snyderstown which he claims contains grains of eight different colors. The ear is about five inches long and all the grains are perfect. The colors are red, green, white, black, blue, purple, yellow and brown.

Strawn also has a smaller ear, about three inches long, that has black and red grains mixed. Strawn is curious to know if the corn will be colored after it is popped.

EGG PRICES SOAR.

They Are Now Selling Here at 10 Cents a Dozen.

Eggs are 10 cents a dozen. Some soda fountain proprietors have already increased the price of single egg drinks to 10 cents and double egg drinks to 15 cents.

This condition is to be taken from this is that this is the season of the year when egg drinks are not especially in demand, though it is surprising the number of persons who depend upon some sort of an egg and milk drink for their morning sustenance after going without breakfast.

PLAN NEW CHURCH.

Lutherans of Rockwood Propose a New Edifice There.

At a recent meeting of the council of St. Luke's Evangelical Lutheran Church, held at the home of Dr. C. T. Saylor at Somerset, preliminary steps were taken toward the erection of a new church at Rockwood.

The proposed new building will occupy the site of the present church building and will be two stories high in Gothic in design, and appointments strictly Lutheran.

MASONIC INITIATION.

Class of 45 Is Admitted Into the Lodge of Perfection.

Forty-five candidates were admitted into the lodge of Perfection at Uniontown Friday and about 300 Masons from all parts of this district attended the turkey dinner at six o'clock in the First Presbyterian Church.

A free-will donation to the Uniontown Hospital Association made by the banqueters amounted to over \$200.

NEW MERCANTILE APPRAISER.

Commissioners Name J. W. Abraham to the Job.

James W. Abraham of Smithfield was Friday appointed mercantile appraiser by the county commissioners. He will succeed Harry Marshall of South Brownsville.

Mr. Abraham was candidate for the Republican nomination for county commissioner this fall, but was defeated.

TUITION DISPUTE.

Confidence and Ursula School Boards Have Controversy Over the Amount of Tuition to be Charged.

Confidence and Ursula school boards are having controversy over the amount of tuition to be charged Ursula pupils in attendance at the Confidence high school.

Confidence has rendered a bill charging \$5 a month but Ursula contends the pro rata share is \$4.50 a month.

COMMITTED TO JAIL.

Mount Pleasant Man Accused of Throwing Stones at Children.

Edward Steffens of Mount Pleasant, was arrested last week and committed to the Greensburg jail pending a hearing before Squire Truxon on a charge of assault and battery made by J. H. Bliz.

McManis is accused of throwing stones at school children.

Filed Expense Account.

County Commissioner Charles H. Nutt has filed his expense account. His re-election cost him \$597.43.

SCOTSDALE BANK WILL BECOME A TRUST COMPANY

Desires of the Late Joseph R. Stauffer are to be Carried Out.

WILL HAVE \$125,000 CAPITAL

Stock Is Said to Have Been Over-Subscribed; Stockholders Will Meet in a Few Days to Formally Adopt a Change in the Company's Affairs.

Within a few days steps will be taken that will change in name but enlarge in its field of operations one of the oldest and most stable financial institutions in Scotland. The Scottdale Bank will become a trust company, following out the request made by its founder, the late Joseph R. Stauffer. The bank will be reorganized as a trust company, with a capital of \$125,000 and a surplus of \$25,000.

Most of the subscribers are Scottdale people and a meeting of the stockholders will be held at an early date, and a temporary organization will be formed. The business will be carried on in the rooms occupied by the bank, and the deposits and liabilities taken over night will cause the business to continue without the slightest interruption and with absolutely no inconvenience to the present customers. They will and the same persons they do every day.

The heirs of the late Joseph R. Stauffer, for many years a dominant factor in the financial life of Westmoreland and Fayette counties are John M. Stauffer, W. J. Stauffer, Leonard Stauffer and Mrs. Elva S. Brown of Scottdale, and Mrs. Fannie Keiser of Pittsburgh.

The new concern will be new in name and in its more extensive field of operations, and because of its having many of its interests directly interested in the institution, through stock holdings. The stock allotments have now been subscribed, and in fact more than taken up.

The Scottdale Bank was carries the name of Joseph R. Stauffer, vice president, W. J. Stauffer, vice president; J. M. Stauffer, cashier; Charles S. Wiley and E. M. Newcomer, assistant cashiers; J. Edward Stauffer, bookkeeper; and Miss Charlotte Hay, stenographer.

The history of this institution has run parallel with the growth of the town, the Scottdale Bank being the oldest one there, having been founded in 1852 by the late P. S. Loucks and John R. Stauffer. Mr. Loucks, the business man of the Scottdale Bank, Mr. Loucks died in 1897, and in 1904 Mr. Stauffer bought the interests of the Loucks heirs in the bank. In 1910 Mr. Stauffer died leaving the bank and his holdings as an exceedingly valuable property, with many large financial and industrial interests. In view of this and the conserving of all these to the best advantage in line with the request made in the will of Mr. Stauffer, the new trust company was organized.

These interests have all been preserved intact and since half of the allotted portion of the trust estate has passed it becomes time, in the opinion of the heirs to adjust the affairs consistently, for the new trust company, and to convert the bank into a trust company. The necessary steps have all been taken in order to bring this about.

That the institution will continue its career with even greater success is the promise of all those who have seen the growth of the institution, and while not adding another financial institution to the town, will give of wider scope and greater possibilities.

GRAIN EXHIBIT

Parm Bureau Will Show What Farmers Can Produce.

The first annual grain and fruit show, conducted under the auspices of the Everett County Farm Bureau, will be held on the first floor of the First National Bank building, Uniontown, December 15-18. It will be the first display of the kind in the county and will be a real eye opener among the farmers of this section.

The exhibit has been arranged so as to give county people may have an opportunity to realize better possibilities of this field as an agricultural district, and that the farmers may have a better idea of the respective value of the product. Exhibits from all parts of the county are expected. A premium list is to be issued soon and will give details as to the division of the products. Prize ribbons will be awarded to those having the premier displays. The monthly report submitted by P. R. Daugherty, farm agent, showed that 181 farmers had been visited during the month. 87 letters had been sent out seven meetings with an attendance of 238 held, 25 office calls and 807 miles travelled.

WILL HONOR BRASHEAR

Scientific Friends Will Pay Him Tribute on 75th Birthday.

Dr. John A. Brashear will be 75 years old November 21, and the biggest birthday party in the history of Pittsburgh will be tendered him by a "few" of his friends.

About 1,500 invitations have been issued, a committee composed of 75 of the most prominent men and women in the city has the affair in charge, the great banquet hall of the Soldiers' Memorial Hall has been engaged for the occasion and the committee is fearful lest even this will be too small to seat all those who are expected to attend. Dr. Brashear, he is said, probably has more friends than any other scientist in the world. He is a native of Brownsville. Governor Brumbaugh designated him one of Pennsylvania's three greatest men.

Have You Coal Land for Sale?

If you have coal land for sale advertise it in The Weekly Courier.

THIEVES AGAIN BUSY ON WEST SIDE; 3 HOUSES ROBBED

One Darius Hughes Attempts to Enter the Home of Chief of Police W. B. Howers.

Thieves were again busy on the West Side Saturday night when three homes were entered. On Morrill Avenue, the home of P. D. Moore, a West Penn motorman, was entered and pies and other foodstuffs were taken. The thief gained an entrance to the house by prying open a rear window and crawling in.

At the home of William Carr, who lives next door to Moore, an attempt was made to enter, but the thieves in the instance failed. A basket of clothing on the back porch, was taken, however. The basket was taken to a field some distance from Morrill Avenue to an old shanty. There the clothes plus were emptied out. The basket was used for carrying the clothing, taken from the Moore home.

Not long ago an attempt was made to enter the Moore home, but the thief was caught in the act of climbing through the window by Mrs. Moore and he got away. One night recently eight houses on Morrill Avenue were entered.

An attempt was also made to enter the home of Chief of Police W. B. Howers of Ninth Street, West Side. The thief used a jimmy and pried the rear door open, forcing the lock. The burglar was at work before 12 o'clock.

Chief Howers had not yet returned from duty. Mrs. Howers heard the man and afraid to go down stairs, raised the window and fired at him with a 22 calibre revolver. The thief ran and two men named were quickly examined the machine to see if it would be possible to continue. A glance told them that the trip would have to be abandoned.

The Uniontown speeder literally stopped this section of the universe in order that he might make the trip. The West Penn cars were held up for 10 minutes until it was learned that the trip was off; all automobiles were chased off the streets; the police authorities co-operated in an attempt to keep the way clear, and the state and municipal speed limits were forgotten for the time being. All of this was done voluntarily to aid the speeder in his making up a new record.

All along Main street people were lined up and automobiles blocked the side streets. Johnson was due here at 9:17 and as that time approached the crowd thronged out into the street to see the driver "hit the bridge" and plummet the Main street hill. At the curve on East Main street several hundred men and boys were lined on the wall in front of the property boys mounted poles so they could see the better and upstart windows were filled with spectators. As 9:17 came and passed and no Johnson the crowd began to suspect that the trip had been called off but they lingered on.

At nine there a cry "Here he comes" went up as two lights were seen moving quickly across the bridge.

The car hit Main street and it was recognized as Attorney John Dugan's grey Packard. Soon after this another car came dashing across the bridge at a good clip but it was only a couple of colored gentlemen in a Ku Klux Klan.

Word spread that the racer had Smith House that Johnson had met with an accident and the crowd dispersed.

Word spread that racer had struck struck Brook & Cornish's steam roller which had left here yesterday after the completion of the Chicago overhauling job but this was later found to be untrue.

Deputy Sheriff Murphy declares that if nothing had occurred Connelville would have been reached in 15 minutes, instead of 17 as the scheduled time.

It was said in Uniontown that no arrangements had been made for a new start and it is likely that Johnson will abandon his attempt to make the trip, at least for this year.

THRESHER STOPS JOHNSON'S DASH; RUN CALLED OFF

Uniontown Speeder Runs Into Machine in the Road Near Dunbar.

A BIG CROWD DISAPPOINTED

Downtown Streets Lined for More Than an Hour With Spectators Awaiting Flyer; Machine Is Badly Damaged; New Attempt Not Certain.

Several hundred people lined along Main street waited in vain Thursday for C. W. Johnson, the Uniontown speed king, to shoot through the city on his 18-hour record run to Philadelphia and return. A tractor and threshing machine, stalled on the hill leading near Dunbar, put a crimp in Johnson's trip, his car being disabled when it collided with the threshing machine after clearing the tractor.

Johnson and Martin Murphy, the Uniontown speeder, who acted as referee, were not hurt. Johnson was not thrown from the machine but Murphy landed on his ear by the roadside. Beyond a few scratches, the latter was unharmed. The two men quickly examined the machine to see if it would be possible to continue. A glance told them that the trip would have to be abandoned.

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FALLS TO DEATH

Leipswingler No. 2 Miner Tumbles Down Shaft.

John Kosak, 55 years old, employed in the mines of the P. C. Frick Coke Company at Leipswingler, was killed Saturday night about midnight when he fell down the shaft at that works, a distance of about 450 feet.

Thinking the cage had stopped at the landing instead of continuing to the top Kosak with two other miners started in with a second cable the cage descending the cage had come to a stop, the other men caught hold of two posts, while Kosak lost his balance and fell into the shaft. The body was taken charge of by Funeral Director J. L. Stader and was prepared for burial.

Deceased is survived by his widow, the following children, John, Andy, Joseph, Catherine, Mary, Anna and Margaret, and one brother, Andy Kosak, of Leipswingler No. 2.

AUTO IS WRECKED

Mr. and Mrs. P. R. Welmer are Thrown Out of Car.

When a freight car struck and damaged the automobile in which they were riding at a crossing near Leipswingler Sunday, Mr. and Mrs. P. R. Welmer of the East Park addition had a narrow escape from death. Mr. Welmer, who was driving the car, did not notice the approach of the engine.

When the locomotive hit the car, the machine turned over, throwing Mr. and Mrs. Welmer out. They landed in a ditch and escaped with bruises and scratches.

The car was badly damaged, the axles bent, fenders demolished, lights broken and the tires cut up. The machine was brought to the branch office of the Shaw Motor Company located here.

Licensed to Wed.

Ray Colley and Hester Sherbro of Fairlane; Ambrose Sisson and Stella Rochoa of Connelville; George Tenenberger and Freda Tishman of Connelville, were granted licenses to wed in Uniontown Saturday.

If you have coal land for sale advertise it in The Weekly Courier.

WEST PENN WOULD END CAR JUMPING BY KIDS

Seeks Co-operation of Parents, Rather Than Resorting to Arrest of Offenders.

Officials of the West Penn Transportation Company are seeking the co-operation of the school authorities and parents in their effort to break up the practice of riding upon the bumpers of trolley cars by small boys. The boys have become so reckless in East Main street and on the South Connelville branch that Superintendent Daniel Duple fears it will be necessary to arrest some of them as an example.

The boys hang on the bumpers or any other place they can catch hold of. They are unmolested on the South Connelville cars because there is no conductor on these one-man cars. Eventually, the officials say, a fatal accident will occur and they propose to break up the practice now.

Several parents have been interviewed by the trolley officials and teachers in the local and South Connelville schools have warned their pupils not to steal rides. If these measures do not have any effect, arrests will follow.

NEW CARS IN SERVICE

West Penn Adds Two of "700" Type to System.

Two new cars of the improved "700" type have recently been put into service by the West Penn Railways Company on the main line between Greensburg and Uniontown. The 705 has been out of the shop for about a week while the 707 was used for the first time on Saturday.

The new cars are different from the other "700" cars in that they have much larger center entrances, new light sprung wheels, a private door in each end for the motor men, and a number of improvements. The seating capacity is less because of the larger entrances. The white baked enamel ceilings are especially pretty.

The cars were designed and built in the West Penn shops on the West Side. There are now eight of these large "700" center entrance cars in use on the West Penn line.

DAILY MAIL SERVICE

Normalville to Get It If Heads are Made Possible.

Daily rural mail service between Connelville and Normalville has been promised by the Postoffice Department to begin January 1. The service, however, hinges upon the completion of the road and road supervisors in keeping the roads in good shape. Since the residents along this route first asked for daily delivery a big improvement has been made in the roads, but they must be made still better to secure the service.

Before the new route is finally authorized another inspection will be made and if the roads are satisfactory the carrier, N. B. Reil, will start to serve his route every day. In addition to putting the roads in good shape the department insists that they be kept open in winter.

REV. H. S. MYERS DESIGNS.

Gives Up Bookkeeping Position for Evangelistic Work.

After working in connection with the Keystone Mining Mill Company of this place and the Pennsylvania Coke Company as a bookkeeper for almost 28 years, Rev. H. S. Myers has resigned. Reverend Myers is an ordained minister of the Progressive Dunkard Church and now will be a traveling evangelist for that church. He takes the place of Reverend Wampler who died recently.

Reverend Myers will commence his work in West Virginia and Maryland immediately. He has a full calendar and will always be traveling. He will be accompanied by his daughter, Mrs. Sarah Hill, as a singer. No one has yet taken his place in the planning mill office.

QUAY ESTATE SETTLED.

Each of Senator's Five Children Get Liquid Share.

DEARBORN, Pa., Nov. 15.—Judge Richard S. Holt in court here today ordered that the principal and interest in the hands of the trustees of the estate of the late Senator Matthew Stanley Quay be paid to his five children. The amount was announced as \$17,000.

The court also ordered that in the distribution a payment of \$4,000 annually to A. J. C. Quay was to be considered. The decision was the outgrowth of a friendly suit instituted by the heirs to determine the meaning of a clause in the will.

Advertise in The Weekly Courier.

HOME FROM WEST.

Local Boys Back After Trip Filled With Thrills.

After four months spent in the West, principally in Colorado, Archie McCormick and 141 Palmer returned to Connelville Saturday night. They will remain at home for a while, unless the wanderlust calls them again.

The pair had many exciting experiences in the West. One of their ideas in leaving here was to see the country and they saw a good bit of it. McCormick was in there a salaried, a chauffeur, an undertaker's assistant and a cowboy. He spent some time on a ranch assisting in the fall roundup, and before returning home took a run down into New Mexico to see what the auto looked like. Like other tourists from Connelville, New Mexico didn't impress him very pleasantly.

Palmer worked as a decorator in a department store in Denver and attended the Empire School of Art, taking a course in drawing.

There was snow in Colorado two months ago, they say, though it did not stay on the ground.

TWO MINERS HURT.

One From Moyer, Another From Perryopolis, in Hospital.

Five new patients are at the Cottage State Hospital, George Adams of Brookneck, 23 years old, employed in the Rainey mines at Moyer, and Mike Test of Perryopolis, a miner for the Washington Coal & Coke Company, were admitted for treatment of scalp wounds. Both men were injured by falls of slate.

Attorney-at-Law.

GEORGE M. HORACK, ATTORNEY-AT-LAW, Office Suite 1109 Park Building, Pittsburgh, Pa. Telephone 1842.

Local Notice.

NOTICE IS HEREBY GIVEN THAT the first and final account of William L. Gans and William C. Black, receivers at 751 in equity has been filed

WESTERN MARYLAND WILL SOON HANDLE FAIRMONT TONNAGE

**Consolidation Coal Company
Reaches Seem at Foot
of Deep Shaft.**

TRAFFIC GOES THROUGH BERE

**Coal Will be Delivered to the B. & O.
at Fairmont and Brought Here
Over the Sheepskin Western
Maryland Will Then Take It East.**

Another rich coal field was opened in West Virginia when the Consolidation Coal Company of Fairmont reached the coal at its Carolina mine. The shaft from which the coal will be taken is 500 feet deep. Last spring when the Consolidation Coal Company decided to operate mines at this point the contract was let to the Dingo Contracting Company of Fairmont. The contractor began work about the middle of May expecting they would have the shaft down by January 1, 1915.

The shaft at Idamay also is nearing completion and it will be 450 feet deep. These two mines comprise the operations in the Helena Run coal field. The Western Maryland is constructing a railroad to the mines and will carry the output to Eastern markets. By traffic agreements with the Baltimore & Ohio the latter road will take the production to the nearest point of the Western Maryland and there the freight will be transferred to the Western Maryland and then carried by the latter road to the East.

The only route the Western Maryland has in the Fairmont district so far as the source of its building in the Helena Run and Wynter fields. The loading of coal at Carolina and Idamay mines will be started about the first of the year. The railroad will be completed by that time.

When shipments from the new field begin the Western Maryland will haul it over the Helena Run branch to Fairmont where the trains will be diverted over the Sheepskin to Connellsville returning to their own rails at this point. The Western Maryland wharves in the Fairmont tonnage through an unusual traffic arrangement which enabled it to get the business by building a short branch line from Fairmont to the new workings. It is said the Baltimore & Ohio will continue to handle the Consolidation tonnage it has always enjoyed from the older developments.

COAL IN TURKEY

**Possible Market for American Fuel
After the War is Over**

An interesting report has been received here by government officials relative to the possibility of markets for American coal in Turkey especially after the war. In part the report says:

The outlook for the sale of American coal in Turkey is more promising. It is difficult to foretell how freight conditions will be after the war and this is the chief consideration in discussing the prospects of American coal in Turkey. However, American coal has won its way into Italy, Greece and Egypt and it is not doubted that it will be introduced in Turkey as soon as conditions permit of its entry. It is at present among the most important of the war preparations made prior to the outbreak of the war there will be a depot in Constantinople set aside for American coal, and from this center ports of the Aegean, the Eastern Mediterranean and the Black Sea will be supplied. Turkey imports in a year some \$500,000 worth of coal mostly of British origin.

Between 50 and 60 per cent of Constantinople's annual importation of coal, which amounts to about 1,000,000 tons, is consumed by the different steamship lines and railroads, and the remainder is used partly for bunkering steamers of irregular lines and partly by local industries and for heating private dwellings. The leading grades have been Anthracite, Newcastle and Lancashire Anthracite is growing in favor both for production of gas and for burning in house stoves.

BOOST FOR JOYCE

**Passengers Say Tommy is Most Polite
Conductor on B. & O.**

The Baltimore & Ohio has any number of courteous and pleasant trainmen but passengers say that there is one who has the edge on all of the others. He is Tommy Joyce, conductor on No. 15 between Cumberland and Pittsburgh. Mr. Joyce is full of business and on his job every minute but as he passes through the car collecting tickets and mileage he finds time to say "Thank you" to all passengers.

This is so unusual that patrons of the road are beginning to comment about it. Mr. Joyce however doesn't seem to think it is anything unusual. It is perfectly natural for him to express his thanks as he receives the passengers' transportation.

For a long time Conductor Jack Dull of the Indian Creek Valley Railroad has been singled out as a model of gentility. Mr. Dull however continues to be the only conductor in captivity who invites his passengers to come back again when they alight at Indian Creek.

NORWAY TO PLACE ORDERS

**Will Send Special Commissioner to
Make Purchase.**

A communication has been received from the Royal Norwegian Department for Foreign Affairs, announcing that Johan Molhus Thellefsen has been appointed a special commissioner of the Norwegian government. He intends to proceed shortly for the United States for the purpose of making purchases and placing orders.

BALTIMORE & OHIO'S REPORT SHOWS GAIN IN EARNINGS

**Economy and Efficiency Figure in the
Increase of Net Revenue for Year**

Economy and greater efficiency brought about a considerable increase in the net earnings of the Baltimore & Ohio railroad as shown in the 99th annual report submitted to the stockholders Monday for the fiscal year ending June 30, 1915. The net income was \$10,781,881, an increase of \$1,510,866 over the 1914 report. The established dividend of four per cent on the common stock and leave a surplus of \$771,473.

Freight revenues which constitute 77.6 per cent of the operating revenues amounted to \$9,780,808, a decrease of \$561,008 or 7.1 per cent. Passenger revenue amounted to \$1,459,910, a decrease of \$1,520,000 or 11.52 per cent. The total number of passengers carried was 5,581,000, a decrease of 5.7 per cent. The total tonnage carried was 19,780,000, a decrease of 5.61 per cent. The decrease in passenger earnings was due to the cessation of immigrant business occasioned by the disturbed conditions in Europe and that the remaining portion reflects the general depression in business during the year.

These figures reflect changes in the revenues from freight and passenger which were \$1,360,076 and \$1,515,452 respectively. Other miscellaneous revenues show a net increase of \$107,774. Maintenance of way and structure expenses were \$8,586,621, a decrease of 27.4 per cent. The year previous this included \$2,113,081 directly attributable to the disaster at flood of which there was no repetition in 1914. Maintenance of equipment expenses were \$1,602,582, a decrease of 6.1 per cent.

Among the important improvements during the year are included the completion of the Magnolia cutoff which shortens the distance between Okonoko and Orleans Road W. Va. on the east end of the Cumberland division a distance of 17.5 miles.

These improvements, however, and 117 steel freight cars were purchased during the year and there were contracted for but not delivered 50 steel passenger cars and 2,000 steel freight cars.

The report states that the industrial depression was responsible for the reduction of 148 cars in industries on or adjacent to the lines of the road during the year.

With a total membership of 50,001 employees the relief department paid benefits amounting to \$20,000,882.93. A savings feature of this department is \$416,295 in interest on \$457 deposits.

FOUR ARE SENTENCED

**Strikers Held in Contempt of Court
Must Serve Prison Terms**

PHILIP W. VAN NOY, Nov. 16—Miss Tammie Solinas James, Frank L. Linsley and Hiram Stevens, convicted of contempt of court, were sentenced to six months in the Randolph county Jail. Each was credited with two months in the county Jail. The defendants were sentenced some time ago and before an appeal which gave them another trial was taken to a higher court.

PLAN FAST TRAIN

**B. & O. Plans to Make a Real Flyer
Out of No. 6**

Additional changes in the Baltimore & Ohio's schedule are to become effective on November 28. The advance information is available is said that some big changes are to be made.

No. 6 which arrives here from Pittsburgh at 9:50 is to arrive here a half hour later. It is said making the 10 miles between the points in an hour and twenty-five minutes means only one stop, and that at McKeesport.

No. 17 due here from Cumberland at 4:55, it is reported, will arrive 20 minutes earlier.

As the schedule is arranged now No. 32, the new through train to Fairmont, comes within 10 minutes of No. 6 and this arrangement many railroads contend can be but a temporary one until a better one can be worked out.

STEAMSHIP LINE BLING FORMED

South Business Men Would Establish Line to France

A line of steamships to establish direct communication between Pittsburgh and France is being created on the Pacific coast. It is announced by the Bureau of Foreign and Domestic Commerce of the Department of Commerce. Officials there have been advised that business men of Seattle are holding frequent conferences with French commercial representatives with this end in view.

The department said great interest has developed in the movement and a shipping boom is being experienced in the Puget Sound district. Extensive port improvements have been made. Shipping companies in Puget Sound also have been organized to maintain water communication with the West coast of South America.

BALTIMORE & OHIO

**Asks to Withdraw West Virginia Plan
for 2-Cent Rates**

The Baltimore & Ohio Railroad Company has asked the West Virginia Public Service Commission for permission to withdraw the passenger tariffs filed by the company in April 1914 providing for a 2-cent passenger rate. When the new rates were filed the railroad questioned the jurisdiction of the commission in railroad affairs.

The commission was at once granted a writ of mandamus in the state supreme court compelling the company to observe the commission's orders. The request just received asked that the order of withdrawal be so made as to permit the dismissal of the case.

PENNSY SELLS ITS INTEREST IN THE CAMBRIA STEEL CO.

**New York Syndicate Reported
to Have Outbid W.
H. Donner.**

PURCHASER IS NOT NAMED

**Rumor Has It However That Inter-
ests in the American Vandalium
Steel Company Have Been Offered
Big Concern, \$15,000,000 Deal**

PHILADELPHIA, Nov. 16.—It was learned here today that the American Vandalium Steel Company has been offered for sale. The offer was made by a New York syndicate which has outbid W. H. Donner, the company's president.

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While the identity of the purchaser has not been disclosed, it is believed that the offer was made by a New York syndicate which has outbid W. H. Donner, the company's president.

It was denied today at Mr. Donner's office that he had received any offer for the stock of the company. He said the rumor was probably a fabrication.

Mr. Donner was formerly vice president and general manager of the Cambria Steel Company of New York.

It has been reported in financial circles that Donner and Reppert had been holding talks with other officials of the Pennsylvania company's holdings in Cambria steel. What the purchase price was is not known but it is believed to be in the neighborhood of \$15,000,000.

COAL GOES UP

**Prices of Fuel for Paris, But the
Price is High**

PARIS, Nov. 16.—Paris is in no danger of starvation this winter though it will have to pay rather dearly for its winter fuel. Monsieur Marcel Sembat, Minister of Public Works, assures the public that there will be plenty of coal available and supports his views with a few convincing statistics.

France consumed 60 million tons of coal a year before the war. 10 million tons of this came from Great Britain and 10 million tons from Belgium and Germany. The latter markets are closed to her now but her consumption has decreased from 60 million to 10 million tons by the reason of German occupation of the industrial regions of the north and east. Her coal production has diminished in the same ratio from 20 million tons to 10 million tons. She is now dependent on Belgium and Great Britain and she cannot store for the 20 million tons that she lacks. The receipts at French ports which were less than a million tons a month a year ago now are 3,800,000 tons. In August, 500,000 tons of subsequent receipts are in prospect. It is thought that they exceed two million tons per month sufficient to meet current needs and accumulate a small surplus.

MILL IS DESTROYED

**Bethlehem Steel Company Suffers Loss
From Fire**

SOUTH BETHLEHEM, Nov. 16.—Shop No. 4, a four-story building, 200,750 of the Bethlehem Steel Company was destroyed by fire this morning with a loss of several million dollars. The fire was discovered in a pool of oil which is supposed to have leaked from an electric spark.

Light hundred of the 2,000 men employed in the shop were at work but none was hurt. Light hundred guns in process of manufacture were on the floor.

NEW YORK, Nov. 16.—A short circuit of electric wires which ignited oil in one of the small engine mills caused the fire at the Bethlehem Steel Company plant today according to a statement telephoned to the local office here by A. D. Maxwell, vice president of the company.

Mr. Maxwell said the north and east wings of the No. 4 shop had been badly damaged by the fire.

BIG JUDGMENT ENTERED

**Claims Against Colonel John T. Mc-
Graw and Associates are Filed**

CHARLESTON, W. Va., Oct. 5.—Judgments aggregating \$150,000 have been filed here today against Colonel John T. McGraw and Associates, a number of his business associates.

The judgments were obtained in the 15th county court and put on record here because Colonel McGraw has important real estate holdings in this county including his handsome country home at Charleston. The suits were the outcome of a suit filed by the closing of the bank at Charleston in which Colonel McGraw was interested.

SPECIAL OIL TRAINS

**Petrol Being Rushed Across Continent
on Express Schedule**

RICHMOND, Oct. 11.—An express train with an armed guard and carrying 75,000 gallons of petrol to 11 war ordnance will leave here for New York every 24 hours until the January 1st and is reported to be carrying to an announcement to be by officials of the Standard Oil Company.

The first train is scheduled to leave today with a time limit for the trip of 28 hours.

WEST PENN MEN ORGANIZE TO PROMOTE SAFETY PLANS

**Each Department to Have an Asso-
ciation Chicago Men Arouse
Much Indignation**

As a result of five different meetings of employees of an many departments of the West Penn steel works separate safety organizations will be formed to promote safety first and safety work will be carried on by the employees' initiative not by the company management.

This new idea of safety first work was outlined yesterday by George H. Scott, chief of the Safety Bureau of Chicago. Mr. Scott discussed the five meetings and Mr. Scott explained the organization of the West Penn steel works and the fact that safety means more to the employees in the West Penn than to the company.

The first meeting held yesterday by the West Penn steel works was held when the entire steel works were closed for five days. The meetings and Mr. Scott explained the organization of the West Penn steel works and the fact that safety means more to the employees in the West Penn than to the company.

The shipmen were aided by the West Penn steel works and the fact that safety means more to the employees in the West Penn than to the company.

Meetings will be held every six days in which the employees will discuss questions in how the number of accidents may be reduced.

Mr. Scott said that it was brought here from Chicago to install in the West Penn steel works. After that day the day is devoted to safety work and the day is devoted to safety work.

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VALLEY OUTLOOK BRIGHT

**Mines and Mills of the Monongahela
Running Full**

Never was the industrial outlook in the West Penn steel works brighter than it is today. According to reports from the West Penn steel works in the third fourth and fifth of the Monongahela valley more than 1,000 men are employed. The West Penn steel works are running full and the West Penn steel works are running full.

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The Connellsville Manufacturing & Mine Supply Company

CONNELLSVILLE, PA.

Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania fitted exclusively for the production of a high grade product. We manufacture:

Pumps Engines Fans Air Compressors Steel Hoisting Cages

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